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NOISE ELEMENT
OF THE GENERAL PLAN

AUGUST 1974

INSTITUTE OF GOVERNMENTAL
STUDIES

MAY 5 1977

UNIVERSITY OF CALIFORNIA

Prepared and Submitted by: ALLEN B. STEPHENSON
City Administrator and
Planning Director

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Planning Advisor

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Lomita City Council

City planning

Lomita

" " Noise abatement

RESOLUTION NO. 74-57

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LOMITA ADOPTING THE NOISE ELEMENT OF THE GENERAL
PLAN

WHEREAS, the City of Lomita adopted a General Plan on
December 12, 1966, by Resolution No. 66-59; and

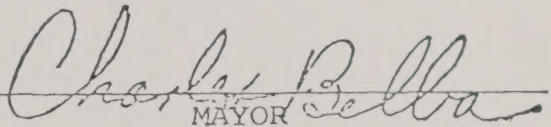
WHEREAS, a Noise Element is required as a part of said General
Plan; and

WHEREAS, the Planning Commission has recommended that the
attached Noise Element be adopted after a public hearing had been
held thereon; and

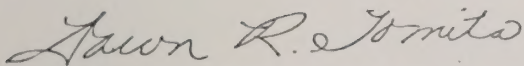
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF LOMITA AS FOLLOWS:

SECTION 1. That the proposed Noise Element attached hereto
and incorporated herein by this reference, is hereby adopted as part
of the General Plan of the City of Lomita.

PASSED, APPROVED AND ADOPTED this 19th day of August, 1974.


MAYOR

ATTEST:



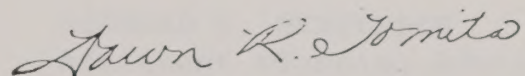
CITY CLERK

I HEREBY CERTIFY that the foregoing resolution was duly and
regularly approved at the City Council meeting held on the 19th day
of August, 1974, by the following vote:

AYES: COUNCILMEN: Anderson, Hall, Moore
and Mayor Belba

NOES: COUNCILMEN: None

ABSENT: COUNCILMEN: Cole



CITY CLERK

CITY OF LOMITA, CALIFORNIA

PROPOSED NOISE ELEMENT
OF THE GENERAL PLAN

AUGUST 1974

Prepared and Submitted by: ALLEN B. STEPHENSON
City Administrator and
Planning Director

RICHARD C. ANDERSON
Planning Advisor

RICHARD A. HENDERSON
Assistant Planning Advisor

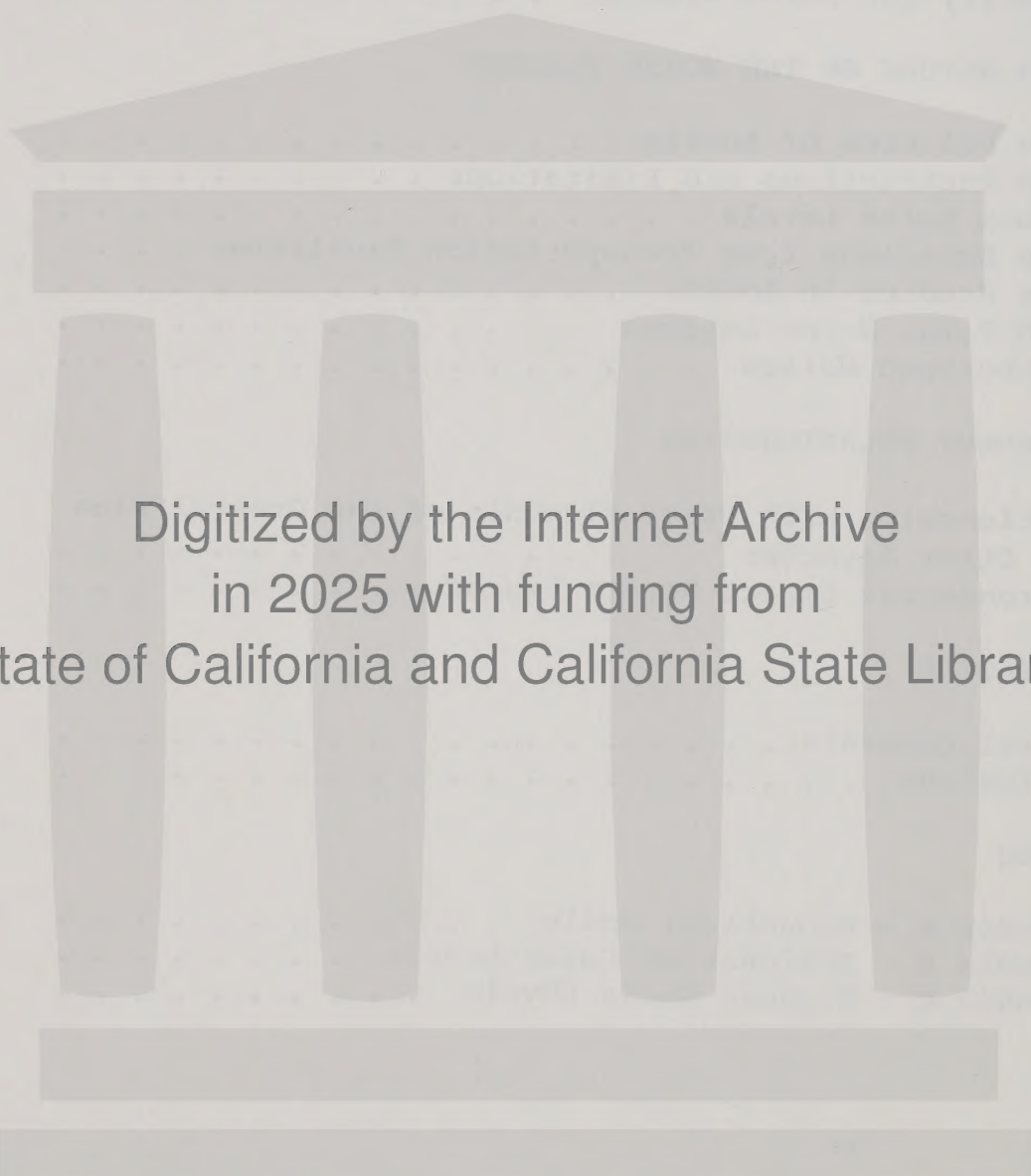
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NOISE ELEMENT

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NOISE ELEMENT

CITY OF LOMITA

INTRODUCTION

Authority for Noise Element

The Government Code of the State of California requires that each city prepare and adopt a noise element of the city's general plan. Section 65302 (g) of the Code reads as follows:

A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

1. Highways and freeways,
2. Ground rapid transit systems,
3. Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.

These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 dB(A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45 dB(A).

Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the general plan.

The state, local, or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the general plan, a statement of the present and projected noise levels of the facility, and any information which was used in the development of such levels.

Lomita has prepared a noise element which takes into consideration the characteristics of Lomita, as well as the characteristics of the geographical area in which the city is located.

The City Council has noted an absence of comprehensive data from the City of Torrance concerning the airport noise levels of the Torrance Airport on take-offs and landings in the airspace immediately above the City of Lomita.

SCOPE AND NATURE OF THE NOISE ELEMENT

Noise Policies of Lomita

It is the policy of the City of Lomita to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power. At certain levels noises are detrimental to the health and welfare of the citizenry. Therefore, in the public interests, such noise levels shall be systematically proscribed.

Ordinance No. 132 of the City of Lomita provides noise regulations with respect to time of day and land use, and the ordinance provides for penalties to be imposed for exceeding the limits as given. All measurements made pursuant to the provisions of the ordinance are to be made with a sound level meter using the "A" weighting and response method. Ordinance No. 132 reflects the city's intention of future review for purposes of gradually lowering the numerical noise limits provided therein.

The ordinance also provides that it shall be unlawful for any person to willfully make or continue, or cause to be made and continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood, or which causes discomfort or annoyance to residents of the area.

The standards which may be considered in determining whether a violation of the provisions of this section exists, may include, but not be limited to, the following:

- (a) The level of the noise;
- (b) Whether the nature of the noise is usual or unusual;
- (c) The nature of the area within which the noise emanates;
- (d) The density of the inhabitations of the area within which the noise emanates;

Noise Restrictions and Limitations

It may be stated that the City of Lomita desires to restrict objectionable noises from sources over which it has control to as great an extent as is possible within the framework of other city goals (as enumerated by other elements in the General Plan). Also, the city wishes to restrict objectionable noises from sources over which it has no direct control by having mutual agreements with the controlling agencies. As an example, the Lomita City Council transmitted suggestions to the Environmental Review Board of the City of Torrance relative to the draft EIR for the Torrance Municipal Airport.

The Council feels that three local schools are within the noise-affected area of the airport, in addition to the residential neighborhoods which are affected by airport operations. The Council's policy on this matter is to persuade the ERB of the City of Torrance that any projection of a noise contour greater than a CNEL of 65 dB must be considered improper. This standard is based on the 1985 cutoff-date for airports exceeding this level as expressed under the current California Noise Standard. The City of Lomita has responded to a draft EIR on the Torrance Airport submitted to the City of Lomita by the ERB of the City of Torrance. The City of Lomita has noted that the draft EIR as now written does not conform to the 1985 airports noise standards.

A second significant noise source over which the city has very limited control are the State Highways. Pacific Coast Highway and Western Avenue fall into this classification. They are the source of substantial noise from the operation of motor vehicles. This field has been preempted by the State.

Maximum Noise Levels

As evidenced by the noise regulations of Lomita Ordinance No. 132, maximum noise levels by land use category include the following:

<u>Region</u>	<u>Time</u>	<u>Sound Level - dBA</u>
Residential Zone	Day	65
Residential Zone	Night	55
Commercial & Manufacturing	Day	80
Commercial & Manufacturing	Night	70

At the boundary line between a residential property and a commercial and manufacturing property, the noise level of the quieter zone shall be used.

The numerical limits given above shall be adjusted by the following corrections, where appropriate:

<u>Noise Condition</u>	<u>Correction (in dB)</u>
1. Repetitive Impulsive Noise	-5
2. Steady whine, screech or hum	-5

(The following corrections apply to day only)

3. Noise occurring more than 5 but less than 15 min. per hour	+5
4. Noise occurring more than 1 but less than 5 minutes per hour	+10
5. Noise occurring less than 1 minute per hour	+20

"Desired" maximum noise levels is a term subject to change as technology permits. Machinery and vehicles will hopefully become quieter as better muffling devices become available. The City sent notices to all repair shops in the City warning against any modification of a vehicle which renders the muffler or silencing equipment less operable or less functional.

Noise Emissions from Transportation Facilities

Transportation facilities which emit noise audible within the City of Lomita include the Torrance Airport and the highways traversing the city. Of course, Lomita's controls on these sources of noise are very limited.

Control of noise from the airport by Lomita is restricted to an advisory basis. The City has indicated that the proposed expansion

of the Torrance Airport is not justified in light of the noise pollution increase that would result.

The major vehicle thoroughfares within Lomita are Pacific Coast Highway, Western Avenue, Lomita Boulevard and Narbonne Avenue. All of these routes are zoned commercially along their entire lengths through the city with the exception of the southerly 1/4 mile of Narbonne Avenue. To some extent, the commercial zones provide a buffer between the highway routes and the residential areas of the city. In most cases, this buffer has a width of 200-300 feet.

Noise Studies in Lomita

Selected residential points around the city have been used to collect data on ambient noise levels during daytime hours. These data can serve as guides to city officials to familiarize themselves with the noise scale and to show what noise levels exist before traffic is considered. Of course, vehicles are a major source of potential noise in a residential neighborhood and could quickly bring the 45-50 average decibel figures collected to unacceptable levels. For example, a diesel truck at 35 mph would generate 68 on the dBA scale at 180' with no obstructions. This would not be acceptable under present city codes in a residential zone. Therefore, reduction of speed and noise on highways near residential zones or widening of buffers between these zones and highways could be called for.

Fixed Point Noise Sources

The Zoning Ordinance of the City of Lomita does not provide for any heavy manufacturing within the city. Noise making activities such as auto repair are required to be in an enclosed building.

The city's conditional use permit procedure covers many uses which might be objectionable to neighbors. Even in the "heaviest" zone available in the city, Zone M-C (Manufacturing-Commercial), automobile impound yards, kennels, new animal hospitals, automobile body and fender repair, muffler shops, automobile painting and upholstering and radiator shops must apply for a conditional use permit.

Noise problems were a prime consideration in the establishment of these zoning regulations. Undoubtedly, the City Planning Commission will continue to consider potential noise aspects in the review of any proposed projects within the City of Lomita.

Neighborhood Noises

It has been found that the prime sources of noise in most residential neighborhoods within the city are children playing and the chattering or calls of birds. Noise levels were generally lower at test sites removed from playgrounds and parks or in newer subdivisions where street trees and other vegetation had not matured to the point of drawing song birds.

Measured noise levels ranged from 43 to 65 decibels in residential areas. However, intermittent construction and street maintenance projects were the principal noise sources in the upper range. Considering the sources of the above-mentioned noises, these noise levels are considered acceptable for residential areas.

NOISE ELEMENT RELATIONSHIPS

Relationships with Other Elements of the General Plan

The noise element is related closely to the circulation, land use and housing elements of the general plan which have already been adopted by Lomita. It emphasizes noise level standards related to the compatibility of land use, of which residential use is a very important component. Noise level standards can be a decisive factor in locating or designing transportation facilities and construction projects in relation to existing or planned land use. Consideration has been given in Lomita's noise ordinance to the adverse effects of noise on activities taking place both in the out-of-doors and in structures not insulated against sound. The noise element also is closely related to the previously adopted open space element since noise can adversely affect the enjoyment of open space. Additionally, open space may be effectively used as a buffer against noise sources through distance and extensive tree planting.

With Other Agencies

The law requires that state, local or private agencies responsible for the construction and maintenance of major transportation facilities, provide present and projected noise levels for their facilities. This includes (but is not limited to):

State Department of Transportation

Transit Agencies

Airport Facilities

Private Air Carriers

Private Freight Carriers

Railroad Companies

Environmental Impact Report Procedures

Loud or excessive noise is socially disruptive, and may be physically and psychologically damaging. Also, excessive noise adversely affects property values and levels of productivity. Generally, the costs of excessive noise from manufacturing, commercial and transportation facilities have been passed on in the past to those in the vicinity rather than being borne by the producer of the noise. However, environmental controls are now in order. 1

It is desirable, therefore, that an appropriate environmental impact report be required for any project, development or activity which might have a significant impact on noise levels in Lomita.

IMPLEMENTATION

General Comments

The implementation of the policies of the City of Lomita with respect to noise abatement can be accomplished only through an awareness of and use of technological advances, and the willingness to act in an advisory capacity to other jurisdictions where appropriate authority has been preempted.

A periodic review and updating of the ordinance on noise regulations should be made, and the Sheriff's Department should actively follow the "Palo Alto Plan" method of noise abatement giving the "in the field" support to the city's policies.

Conclusions

Except for preempted regulations for motor vehicles and aircraft, the city's noise ordinance provides the legal background for controlling unnecessary noise in the City of Lomita. To supplement the provisions of the ordinance, the city should:

1. Continue the city's commitment to a residential community of limited density.
2. Require landscaping and design controls for noise on proposed hospital, sanitarium and school facilities located on or near major highways.

3. Continue the city's active street tree planting program.
4. Work with adjacent jurisdictions to limit noise and noise producing sources affecting Lomita.
5. Continue the city's zoning ordinance restrictions on potential noise sources.
6. Work with transportation agencies to minimize the noise affects of their operations, both from an equipment standpoint and a location standpoint.
7. Update building codes to provide for sound insulation and reduction of noise internally and externally.
8. Require environmental impact reports to cover potential adverse effects from any proposed project or activity in the City of Lomita.

ACOUSTICAL SCALE

dBA

-180-

-175-

-170-

-165-

-160-

-155-

-150-

-145-

Sonic Boom-140-

-135-

-130-

Jet Takeoff at 200'-125-

-120-

-115-Discotheque

Motorcycle at 20'-110-

-105-Power Mower

Subway train at 20'-100-

Freight train at 50'- 95-Newspaper Press

Propeller plane fly-over at 1,000'- 90-Food Blender

- 85-Electric Mixer

Freeway traffic at 50'- 80-Washing Machine; Alarm Clock, Garbage

- 75-Disposal; Electric Can Opener
Office with tabulating machines

Average traffic at 100'- 70-Vacuum Cleaner; Portable Fan

- 65-Electric Typewriter at 10'

- 60-Dishwasher rinse at 10'; air conditioning

- 55-Unit

- 50-Normal conversation at 12'

Light traffic at 100'- 45-Refrigerator

- 40-

- 35-Library

- 30-

- 25-

- 20-Motion Picture Studio

- 15-

- 10-Leaves Rustling

- 5-

- 0-

Source: County of Los Angeles
Department of Regional
Planning

RESIDENTIAL NOISE LEVELS

Eleven equally spaced residential noise level monitoring stations were selected in Lomita, and the ambient noise measured and recorded at different times of day and different weather conditions over a period of three months. The average readings obtained at these selected stations were as follows:

<u>Location</u>	<u>Average Reading</u>
1937 Via Solano	Less than 40 dB
26006 Pennsylvania Avenue	49.2 dB
26005 Oak Street	48.0 dB
25849 Appian Way	48.0 dB
2247 255th Street	48.6 dB
2442 251st Street	47.5 dB
25046 Woodward Avenue	48.5 dB
24308 Hendricks Avenue	46.8 dB
1903 247th Street	48.8 dB
2353 246th Street	46.3 dB
25429 Eshelman Avenue	49.5 dB

HIGHWAY NOISE LEVELS

Distances from roadways that correspond to 65 dBA (L10) are shown for the major and secondary highways within the City of Lomita.

These parameters represent areas within which 65 dBA is exceeded for 10% or longer of peak traffic hour. These distances are arrived at by the following assumptions:

- A. Straight, four lane highway on a level terrain with the center of the nearest vehicle being 20 feet from the right of way line.
- B. Peak hour volume equals 10% of the average daily traffic (ADT), and average speed of traffic is 35 m.p.h.
- C. Imaginary observer is within 1000 feet of an intersection with traffic signals or stop signs and there are no barriers or structures between the roadway and observer.
- D. ADT counts and percentage of trucks are as follows:
 1. Lomita Boulevard from Crenshaw to Western - 27,000 and 4%.
 2. Pacific Coast Highway from Pennsylvania to Western - 35,000 and 6%.
 3. Narbonne Avenue from northerly to southerly city limits - 10,000 and 5%.
 4. Western Avenue from Palos Verdes Drive North to Anaheim - 17,000 and 5%.
 5. Palos Verdes Drive North westerly of Western - 25,000 and 5%.
 6. Eshelman Avenue through city limits - 5,000 and 1%.

The preceding data supplied by Los Angeles County Road Department.

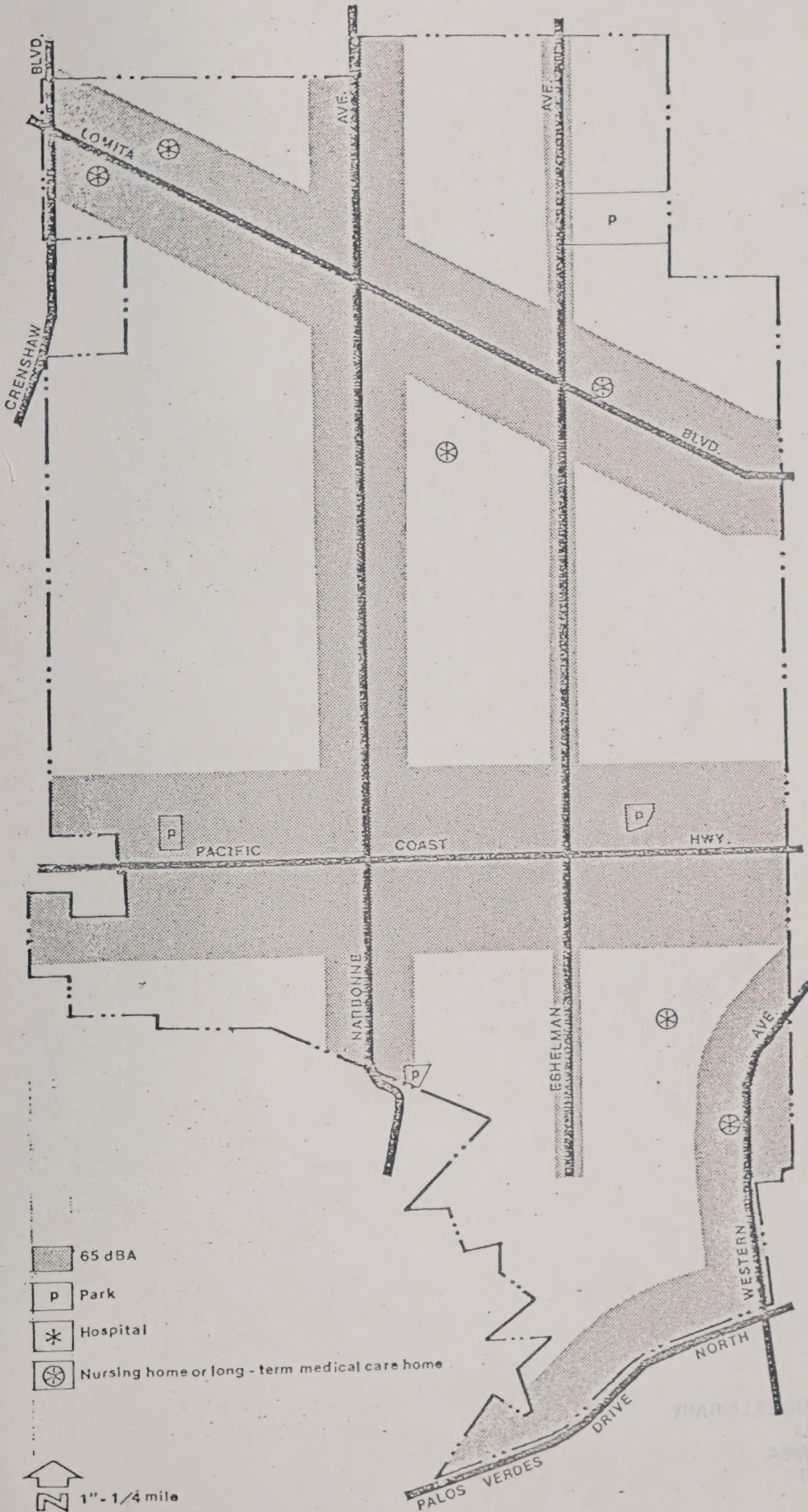
Distances arrived at are:

Lomita Boulevard	450 feet
Pacific Coast Highway	700 feet
Narbonne Avenue	290 feet
Western Avenue	395 feet
Palos Verdes Drive North	500 feet
Eshelman Avenue	50 feet

Presence of barriers such as wall, plant life and buildings makes these figures much greater than actual sound carrying-distances would be. However, these figures do give some indication of the noise generation corresponding with these streets.

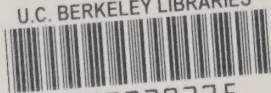
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